



Los Angeles County  
Department of Regional Planning

*Planning for the Challenges Ahead*



Richard J. Bruckner  
Director

May 29, 2013

David Moss & Associates  
613 Wilshire Blvd., Ste. 105  
Santa Monica, CA 90401

**REGARDING: PROJECT NO. R2013-00160-(2)**  
**CONDITIONAL USE PERMIT NO. 201300015**  
**ENVIRONMENTAL ASSESSMENT NO. 201300039**  
**8145-8205 BEACH STREET, FLORENCE-FIRESTONE**

The Regional Planning Commission, by its action of **May 29, 2013**, has **APPROVED** the above-referenced project. Enclosed are the Commission's Findings and Conditions of Approval. Please carefully review each condition. This approval is not effective until the appeal period has ended and the required documents and applicable fees are submitted to the Regional Planning Department (see enclosed Affidavit of Acceptance Instructions).

The applicant or any other interested persons may appeal the Regional Planning Commission's decision. The appeal period for this project will end at 5:00 p.m. on **June 12, 2013**.

**Appeals: To file an appeal, please contact:**  
Executive Office of the Board of Supervisors  
Room 383, Kenneth Hahn Hall of Administration  
500 West Temple Street, Los Angeles, CA 90012  
(213) 974-1426

Upon completion of the appeal period, the notarized Affidavit of Acceptance and any applicable fees must be submitted to the planner assigned to your case. Please make an appointment to ensure that processing will be completed in a timely manner. Failure to submit these documents and applicable fees within 60 days will result in a referral to Zoning Enforcement.

For questions or for additional information, please contact Tyler Montgomery of the Land Divisions Section at (213) 974-6433, or by email at [TMontgomery@planning.lacounty.gov](mailto:TMontgomery@planning.lacounty.gov). Our office hours are Monday through Thursday, 7:30 a.m. to 5:30 p.m. We are closed on Fridays.

Sincerely,  
DEPARTMENT OF REGIONAL PLANNING  
Richard J. Bruckner

  
Mi Kim, Supervising Regional Planner  
Zoning Permits West Section

Enclosures: Findings, Conditions, Affidavit of Acceptance (Permittee's Completion)  
c: Board of Supervisors; DPW (Building and Safety); Zoning Enforcement;

MK:TM

CC.060412

**FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION  
COUNTY OF LOS ANGELES  
PROJECT NO. R2013-00160-(2)  
CONDITIONAL USE PERMIT NO. 201300015  
ENVIRONMENTAL ASSESSMENT NO. 201300039**

1. **ENTITLEMENT REQUESTED.** Pursuant to County Code Part 1 of Chapter 22.56, the applicant, Green Dot Public Schools, requests a Conditional Use Permit ("CUP") for the construction and operation of a public charter high school in the M-1 (Light Manufacturing) Zone.
2. **HEARING DATE.** May 29, 2013
3. **PROCEEDINGS BEFORE THE COMMISSION.** A duly noticed public hearing was held before the Regional Planning Commission on May 29, 2013. Regional Planning staff gave a presentation recommending approval of the project. The applicant's representative, Mr. David Moss, was sworn in and testified in favor of the project. The Commission directed questions about the current and future operations of the high school to Mr. Moss and to Mr. Joshua Hartford, the school principal. Three current students of the school, Mr. Melvin Fuentes, Ms. Deyna Rossell, and Ms. Elizabeth Sanchez, also testified in favor of the project, stating that the increased capacity of the school at its new location would provide more local students with the opportunity to access high-quality education. Two area business owners, Mr. Javier Quezada and Mr. Edward Guerrero, expressed concerns regarding the project, as they currently lease portions of the industrial buildings proposed for demolition. While not opposing the school's construction, they requested that the property owner provide them with better information regarding timelines for construction, potential relocation sites, and—in one case—the time remaining on a lease. Such information would help them plan the future of their businesses, which currently employ over 20 people. In rebuttal, Mr. Moss stated that the applicant, who will soon own the properties in question, would provide Mr. Quezada and Mr. Guerrero with the information they requested. After some discussion, the Commission asked staff to revise the conditions of approval to clarify that buses would be allowed to transport students for field trips (Condition No. 27) and to allow the permittee greater leeway in scheduling after-hours and weekend events at the school (Condition No. 22). The Commission subsequently closed the public hearing, adopted the Mitigated Negative Declaration and associated Mitigation Monitoring Program, and approved the CUP.
4. **PROJECT DESCRIPTION.** The applicant requests a CUP to construct and operate a public charter high school for 650 students and 39 faculty members ("Beach II"). The site is currently occupied by warehouses utilized for furniture storage and assembly. It is located directly north of the existing Animo Pat Brown Public Charter High School at 8255 Beach Street ("Beach I") for 582 students. This school is also operated by the applicant. The existing Beach I high school would become a public charter middle school for grades six through eight upon the opening of the Beach II high school. The Beach II high school project entails the

demolition and removal of all existing industrial structures on the site, which includes four buildings, fencing, paving, and landscaping. An existing wireless telecommunications facility that exists on the project site would be removed and relocated off-site.

The proposed high school would coordinate staggered start and dismissal times with Beach I to the south in order to reduce traffic impacts. There would be no outdoor sports or gatherings at the site, as all such activities would occur at off-site locations with existing recreational facilities. Students would also not be permitted to drive personal vehicles either to or from school.

5. **LOCATION.** The project would be located at 8145-8205 Beach Street (APNs 6027-015-003; 6027-015-004), in the Roosevelt Park Zoned District and within the Florence-Firestone Community Standards District ("CSD") and the Blue Line Transit Oriented District ("TOD") of unincorporated Los Angeles County.
6. **SITE PLAN DESCRIPTION.** The site plan depicts three buildings, totaling 56,211 square feet of floor area, on the 3.02-acre site. Two classroom buildings, containing 34 classrooms, and one multi-purpose room would be constructed. The modular two-story classroom buildings would have a maximum height of 23 feet, 11 inches above grade, and the one-story multi-purpose room would have a maximum height of 35 feet, 4 inches above grade. A 48-space paved parking lot would be located on the northern portion of the project site. The site would be accessed from Beach Street, immediately to the east. A drop-off/pick-up area on the subject property is depicted parallel to Beach Street, consisting of one queuing lane for drop-off and pick-up during designated hours in the morning and afternoon and would be used for parking the remainder of the time. The proposed buildings would be arranged around the site's northern and eastern perimeter facing a paved outdoor courtyard. A 34,500-square-foot grass outdoor activity area would also be located on the southwestern portion of the site. There would be a total of 42,763 square feet of landscaping spread throughout the project site. A total of 5,703 cubic yards of cut and 4,689 cubic yards of fill is proposed during grading activities, resulting in a net export of 1,014 cubic yards of earth from the project site. The project site is adjacent to a 75-foot-wide railroad right-of-way that is shared by the Union Pacific Railroad and the Metro Blue Line light rail, which is located immediately to the west
7. **EXISTING ZONING.** The subject property is zoned M-1 (Light Manufacturing). Properties to the north and south are also zoned M-1, while properties to the west are zoned M-2 (Heavy Manufacturing) and R-3 (Limited Multiple Residence), and properties to the east are zoned R-2 (Two Family Residence).
8. **EXISTING LAND USES.** The subject property is developed with industrial buildings utilized for furniture assembly and storage. Other industrial and warehouse uses are located to the north. Properties to the south are developed with an existing public charter high school and single-family residences, while properties to the west are developed with single-family residences and duplexes.

Properties to the east are developed with a railroad right-of-way, single-family residences, and apartments.

9. **PREVIOUS CASES/ZONING HISTORY.** The eastern portion of the project site was originally zoned M-1, while the western portion of the project site was zoned M-2 (Heavy Manufacturing) upon the original establishment of the Roosevelt Park Zoned District by the Board of Supervisors on October 29, 1940 (Ordinance No. 3711). The project site was zoned M-1 in its entirety upon the adoption of Zone Change No. 02-285 and Ordinance 2004-0033Z by the Board of Supervisors on June 22, 2004, which implemented several zone changes throughout the Florence-Firestone area.

Project No. R2007-02480 / Conditional Use Permit No. 200700168 approved the construction and operation of the existing public charter high school for 570 students immediately to the south of the project site (Beach I). The project was approved by the Regional Planning Commission on March 11, 2008.

10. **COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS.** The Los Angeles County departments of Public Works, Fire, Public Health, and Parks and Recreation were consulted regarding the proposed project. All of the departments issued letters clearing the project for public hearing.

**GENERAL PLAN / COMMUNITY PLAN CONSISTENCY.**

11. The project site is located within the "Major Industrial" land use designation of the Countywide General Plan. The Major Industrial designation is intended for large-scale and small-scale manufacturing and industrial uses. However, the Land Use Element of the General Plan states that, "the establishment of non-industrial uses within Major Industrial areas, not covered by a more detailed areawide or community plan, may be permitted subject to findings of compliance with the following conditions."
12. The area in question is not suitable for present or future industrial use due to conflicts with existing or emerging land use patterns, lack of sufficient and adequate access, or the presence of site specific physical characteristics posing severe constraints for industrial development; or the proposed use demonstrates a desirable, compatible, and well-integrated pattern of employment and housing opportunities, and thereby furthers General Plan objectives pertaining to reduced energy consumption and improved air quality.

The block on which the project site is situated is undergoing a transition away from a solely industrial character, as evidenced by construction of Beach I in 2009. This area, while designated as Major Industrial, is immediately adjacent to single-family residences, duplexes, and a school. Not only would the proposed high school be more compatible with these adjacent land uses than the existing industrial buildings, it is likely to improve the aesthetics, noise levels, and air quality of its immediate surroundings. In addition, the project would provide a desirable use—

improved educational facilities—in a neighborhood that traditionally lacks access to quality schools.

13. The proposed non-industrial use, individually or in combination with adjacent uses, will not adversely impact the viability of surrounding areas for the maintenance or expansion of industrial activities.

No aspect of the proposed school's operations would adversely affect the viability of surrounding industrial activities. Traffic generated by the proposed project would not adversely affect the level of service for Beach Street. While there is a need to preserve viable industrial land where it exists, there is also a need to provide vital public services, such as quality schools, in neighborhoods from which they are sorely lacking. Because the project proposes to convert industrial land for such a use, the project would not set a precedent for future conversion of nearby industrial land to residential or commercial uses.

14. Compatibility of the proposed non-industrial use with current and future industrial activities is ensured through specific site plan review and approval.

While the proposed high school would be immediately adjacent to industrial uses to the north and a railroad right-of-way to the west, studies submitted by the applicant and reviewed by the Los Angeles County departments of Fire, Public Works, and Public Health indicate that, with conditions, persons at the school and its surrounding properties would not be adversely affect by any air quality, noise, hazard, or hazardous material issues.

**ZONING ORDINANCE AND DEVELOPMENT STANDARDS COMPLIANCE.**

15. The property on which the proposed facility is to be located is zoned M-1. The establishment of a school in this zone requires a CUP per Section 22.32.070 of the County Code.
16. Section 22.52.1200 of the County Code determines parking requirements for schools. Any school which has students of the sixth grade or higher is required to provide one parking space for each five persons, based on the occupancy load of the largest auditorium or other structure used for public assembly. As determined by the Building & Safety Division of the Department of Public Works, the certified occupancy load of the proposed multipurpose room is 401 persons. Therefore, the project site would normally be required to provide a minimum of 80 on-site parking spaces. However, because the project is within the Blue Line TOD, its parking requirements are reduced by 40 percent per Section 22.44.440 of the County Code. Therefore, the project requires 48 on-site parking spaces, which is the exact number proposed by the applicant. Because the proposed project is not residential, commercial, or mixed-use in nature and is not located within a residential or commercial zone, no other TOD development standards would apply.
17. The basic development standards for the M-1 Zone pertain to outdoor storage, automobile storage, and signage, none of which is currently proposed by the

project. There are also no specific height, setback, or lot coverage requirements for the M-1 Zone.

**FLORENCE-FIRESTONE CSD COMPLIANCE.**

18. The Florence-Firestone CSD has community-wide development standards requiring the removal of graffiti within 72 hours of occurrence and the watering and maintenance of landscaping in a neat and orderly fashion, free of trash, weeds, and debris. Conditions of approval requiring landscaping maintenance and the removal of graffiti within 24 hours of occurrence are recommended for the proposed project. Such conditions would ensure that these standards are sufficiently met.

The CSD also has specific development standards for the M-1 Zone. All new buildings within this zone that face a residential zone or sensitive use are required to maintain a 10-foot landscaped setback from the applicable property line. The project site faces a residential zone immediately across Beach Street to the east. The minimum setback for structures on the project site would be 10 feet from the property line, all of which would be landscaped. This would occur adjacent to the multipurpose room. The majority of the remainder of the project site would have a setback of 26 feet or more.

A minimum of 25 percent of building facades above the first story are also required to utilize different materials or designs from the rest of the façade. This is required in order to avoid long unbroken facades, which are unattractive. The elevations and architectural simulations submitted by the applicant indicate that this would be accomplished, as the design would utilize windows, recessed doorways, roof overhangs, and contrasting colors along the majority of its street frontage.

CSD standards mandate that no more than 70 percent of a property's net area be developed with new structures. A minimum of 10 percent of the net area must also be developed with landscaping. The applicant proposes to construct buildings with a total footprint of 36,079 square feet, which is approximately 28 percent of the net area. A total of 42,763 square feet of landscaping is also proposed, which is approximately 33 percent of the net area. Therefore, both of these standards would be met. Further, the CSD mandates a maximum structural height of 45 feet above grade, with the exception of chimneys and rooftop antennas. The structures proposed for the site would reach a maximum height of 35 feet, 4 inches above grade, which is well below the maximum

**NEIGHBORHOOD IMPACT/LAND USE COMPATIBILITY.**

19. The construction and operation of a 650-student high school at the project site is unlikely to adversely affect the health, peace, comfort or welfare of surrounding residents, be detrimental to surrounding properties, or create a hazard to public health, safety, or general welfare. The construction of the project would result in a general improvement in the aesthetics of the neighborhood, as the proposed building heights—between 24 and 35 feet above grade—would be less than those of the existing industrial buildings on the site, which have heights over 45 feet

above grade. In addition, the school buildings would provide landscaped setbacks at least 10 feet in width fronting the Beach Street right-of-way. The current industrial buildings have no setbacks or landscaping. The facades of the school buildings would also include a greater variety of windows, recessed doors, roof overhangs, and colors, in contrast to the monochromatic, unbroken facades of the existing warehouses. These changes would be especially beneficial to residents living across the street from the existing industrial sites. Lighting on the site would be minimal and shielded away from existing residences, and no outdoor sports activities would occur on the site during the day or at night

20. An acoustical analysis was conducted for the applicant by Bricken Associates, dated December 15, 2012, to assess and present the results of a noise impact and design study of the proposed project. Ambient noise levels were measured at the east and west sides of the school site to ensure consideration of existing noise emanating from Beach Street traffic and from the adjacent Metro Blue Line and Union Pacific rail lines. The study concluded that traffic noise would be minimal, as the street is relatively lightly traveled, and any noise generated by trains would be occasional in nature and, when considered with the project's proposed sound-reducing building materials, in compliance with the Los Angeles County Noise Ordinance and state public school design standards. While school operations would expose nearby residences to various ambient noise sources, such as car doors shutting and students shouting, the study concluded that these would be substantially similar to existing ambient noise levels and would not violate the standards of the County Noise Ordinance. To further reduce noise levels originating from the school, conditions of approval would require the permittee to implement staggered student lunch periods and to limit power levels and install hush covers on exterior HVAC equipment. No sports or organized gatherings would be conducted on the outdoor portions of the project site; any such activities, either during or after school hours, would occur at other off-site locations with existing sports or recreational facilities.
21. The proposed project would be located on a former industrial site, and it also would be situated immediately to the south of existing industrial uses and a railroad right-of-way. An air quality health risk assessment was prepared by The Planning Center, dated December 10, 2012, to analyze health risks for students, staff and visitors attending the school from 10 stationary industrial facilities within one-quarter mile that have potential to generate hazardous and acutely hazardous air emissions, and from non-stationary locomotives traveling the adjacent rail line. The analysis evaluated emissions from 10 stationary facilities and emissions from traveling locomotives. According to the risk assessment, the cumulative health risk of cancer and non-cancer associated with exposure to toxic air contaminants for both students and staff attending the school would be insignificant. Further, the replacement of the existing industrial facilities with a school would likely reduce the level of hazardous emissions in the immediate area.
22. A Preliminary Environmental Assessment Report was prepared by The Planning Center-DC&E in February 2013 pursuant to the California Education Code, which

requires that all new school sites obtain a "No Further Action" determination from the Department of Toxic Substances Control ("DTSC") prior to proceeding with construction of a school. The human health risk screening indicated that chemical concentrations do not pose a significant risk to human health or the environment under an unrestricted, residential land use scenario, which is the most conservative screening approach. Based on the assessment objectives, the report determined that no further assessment is needed on the site.

The project site is adjacent to a railroad right-of-way for the Union Pacific Railroad and the Metro Blue Line light rail. These lines were the subject of a Rail Safety Study ("RSS") prepared for the applicant by The Planning Center/DC&E, dated April 2012. The RSS was prepared because the school is within 1,500 feet of a railroad easement. The school property boundary is 48.5 feet and 81.5 feet from the nearest Metro track and nearest Union Pacific track, respectively. The RSS concludes that the potential for release of hazardous materials from a freight train derailment impacting students or staff is low because of only three freight trains per day, which travel at speeds of less than 30 miles per hour, utilize the line, and such a release is likely to occur only once every 25,600 years. The RSS also concluded that the risk of a derailment causing damage to the site is very low and would be likely to occur only once every 66,700 years. The likelihood of students trespassing on the railroad right-of-way to get to and from school is described as very unlikely, as all properties on the other side of the rail lines are developed and fenced and would offer no easy access to a street or other means of a shortcut. Any student attempting this would also have to scale two fences at the perimeter of the school property, which would be six feet and eight feet in height, respectively.

23. The project would comply with all applicable development standards of the M-1 Zone, the Florence-Firestone CSD, and the Blue Line TOD. The Los Angeles County departments of Fire, Public Health, and Public Works have all reviewed the project and concluded that the site, with all proposed improvements, would be adequate to accommodate all necessary health and safety amenities. The proposed high school would also be compatible to the land uses surrounding the project site. An educational facility would complement the existing school to the south and single-family residences and duplexes to the east. Further, several dense residential neighborhoods are located within a one-mile radius of the project site, which would make the school convenient to local communities that currently have a shortage of quality educational facilities. While a railroad right-of-way is located immediately to the west and other industrial uses are immediately to the north, they would be unlikely to present a health or safety hazard to students and faculty on the site. Finally, although the neighborhood was properly notified of the project proposal through mailings, newspaper and web page publishing, and on-site postings, no public opposition to the project has been received.
24. The project site would be served by Beach Street, a two-lane collector street. A traffic impact analysis ("TIA") was prepared for the applicant by Linscott, Law, & Greenspan Engineers, dated February 11, 2013, to evaluate potential impacts to the local street system. Twelve study intersections were identified by DPW—



Traffic & Lighting Division and analyzed to determine changes in operations following construction and occupancy of the proposed Beach II school. Application of the impact threshold criteria from both the County (ten intersections) and City of Los Angeles (two intersections) were considered. The TIA finds that cumulative impacts may occur at two intersections—Alameda Street/Nadeau Street during morning peak hours and Alameda Street/Firestone Boulevard during morning and evening peak hours—from combined traffic effects due to the Beach II project and planned related projects. However, since the morning peak hour at the Alameda/Nadeau and Alameda/Firestone intersections occurs between 7:00 and 8:00 a.m., and the proposed start times for the high school and middle school are 8:30 a.m. and 9:00 a.m. respectively, the project is not expected to contribute to the cumulative traffic impacts at these intersections. Similarly, since the evening peak at the Alameda/Firestone intersection occurs between 5:00 and 6:00 p.m., and the proposed dismissal times for the high school and middle school are 3:35 p.m. and 4:05 p.m. respectively, the project is not expected to contribute to the cumulative traffic impacts at this intersection. These specific staggered start times and dismissal times are included as draft conditions of approval for the project. The existing high school does not permit its students to drive to and from school, and the proposed school would have a similar policy.

A particular focus of the TIA is the proposed student drop-off and pick-up operations along the eastside frontage of Beach Street and the analysis of safe pedestrian crossings and pathways on the project site and in the immediate vicinity. The proposed on-site drop-off and pick-up area has been positioned and designed to mitigate potential queuing impacts along Beach Street. The TIA concludes that the required system of staggered start and dismissal times for both schools is such that the proposed vehicle queue and parking locations provide sufficient on-site space to mitigate queuing impacts along Beach Street.

25. It is anticipated that there will continue to be high levels of pedestrian activity related to the project, as according to enrollment records more than 90 percent of the current Beach I students live within one mile of the site. The TIA concludes that pedestrian movements can be accommodated as part of the proposed project. A Traffic Management Plan has been included as a condition of approval. This plan shall address the positioning of staff and parent volunteers in strategic on-site and off-site locations to direct the student drop-off and pick-up operations. The plan shall also address the provision of informational materials to students, parents, caregivers, and staff at the start of each school term indicating suggested pedestrian routes to and from the school. The information shall include mandatory pedestrian pathways in regards to avoiding crossing the vehicle queuing and parking areas. The applicant would also be required by DPW to dedicate a portion of the property to the Beach Street right-of-way, make street and sidewalk improvements, and make improvements to the crosswalk located at Beach Street and East 82<sup>nd</sup> Street.
26. DPW, Traffic and Lighting Division has reviewed the proposed project and concluded that, with the suggested conditions of approval, it will not have

significant impacts to local or regional traffic, transit, or pedestrian safety. Therefore, the proposed project would be adequately served by existing roads and transportation facilities.

27. Due to the fact that the construction of concrete street light poles with underground wiring by the permittee, as requested by DPW, would cause an undue financial burden for a community-serving project, this requirement is hereby waived.
28. **LEGAL NOTIFICATION AND PUBLIC OUTREACH.** Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and site posting.
29. **PUBLIC COMMENTS.** A letter of support for the project, dated May 15, 2013, was received from Florence Firestone Community Leaders ("FFCL"), a local community group. The letter stated that the applicant had met with their group, and they look forward to the enhancement of education opportunities in the area. One other public comment was received from a local property owner but was later retracted.

#### **CONDITIONAL USE PERMIT SPECIFIC FINDINGS**

30. The project site is located within the "Major Industrial" land use designation of the Countywide General Plan. The Major Industrial designation is intended for large-scale and small-scale manufacturing and industrial uses. However, the Land Use Element of the General Plan states that, "the establishment of non-industrial uses within Major Industrial areas, not covered by a more detailed areawide or community plan, may be permitted subject to findings of compliance with (several) conditions." The area in question is not suitable for present or future industrial use due to conflicts with existing and emerging land use patterns, and the proposed use demonstrates a desirable, compatible, and well-integrated pattern of employment and housing opportunities. Therefore, the proposed project would be consistent with the provisions of the General Plan.
31. While the proposed high school would be immediately adjacent to industrial uses to the north and a railroad right-of-way to the west, studies submitted by the applicant and reviewed by the Los Angeles County departments of Fire, Public Works, and Public Health indicate that, with conditions, persons at the school and its surrounding properties would not be adversely affected by any aesthetic, air quality, noise, hazard, site suitability, or traffic issues. Therefore, the requested uses at the location proposed would not adversely affect persons or properties in the surrounding area.
32. The facility would comply with all applicable development standards for the M-1 Zone, the Florence-Firestone CSD, and the Blue Line TOD. The Los Angeles County departments of Fire, Public Health, and Public Works have all reviewed the project and concluded that the site, with all proposed improvements, would be adequate to accommodate all necessary health and safety amenities. The proposed high school would also be compatible to the land uses surrounding the

project site. Therefore, the proposed site is adequate in size and shape to integrate said uses with the uses in the surrounding area.

33. The proposed use would be adequately served by Beach Street, a two-lane collector street, as well as surrounding roads and transportation facilities. The Department of Public Works, Traffic and Lighting Division has reviewed the proposed project and concluded that, with the suggested conditions of approval, it will not have significant impacts to local or regional traffic, transit, or pedestrian safety. Therefore, the roads are sufficient to carry the kind and quantify of traffic generated by the maintenance visits.
34. **ENVIRONMENTAL DETERMINATION.** A Mitigated Negative Declaration is the appropriate environmental documentation under California Environmental Quality Act (CEQA) reporting requirements. The attached Initial Study has determined that the project, as proposed, would not have a significant effect upon the environment if appropriate mitigation measures are implemented. A Mitigation Monitoring Program ("MMP") has been prepared by Regional Planning staff and accepted by the applicant. The MMP recommends mitigation measures regarding geology and soils, noise, and transportation and traffic. Implementation of these measures would reduce the project's environmental impact to a less-than-significant level.
35. The language of the mitigation measures, as modified from that which was circulated to the public, results in mitigation measures that are equivalent or more effective in mitigating or avoiding potential significant effects on the environment.
36. **TERM LIMIT.** To assure continued compatibility between the use of the sites allowed by this grant and surrounding land uses, the Commission determines that it is necessary to limit the term of the grant to 30 years.
37. **RECORD OF PROCEEDINGS.** The location of the documents and other materials constituting the record of proceedings upon which the Hearing Officer's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13<sup>th</sup> Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits West Section, Los Angeles County Department of Regional Planning.

**BASED ON THE FOREGOING, THE COMMISSION CONCLUDES:**

- A. That the proposed uses will be consistent with the adopted general plan for the area; and
- B. That the requested uses at the locations proposed will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding areas, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the sites, and will not jeopardize,

endanger or otherwise constitute a menace to the public health, safety or general welfare; and

- C. That the proposed sites are adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, of as is otherwise required in order to integrate said uses with the uses in the surrounding area; and
- D. That the proposed sites are adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such uses would generate, and by other public or private service facilities as are required.

THEREFORE, the information submitted by the applicant and presented at the public hearing substantiates the required findings for a Conditional Use Permit as set forth in Section 22.56.090 of the Los Angeles County Code (Zoning Ordinance).

**REGIONAL PLANNING COMMISSION ACTION:**

- 1. The Regional Planning Commission has considered the Mitigated Negative Declaration and Mitigation Monitoring Program associated with Environmental Assessment No. 201300039, together with any comments received during the public review process, finds on the basis of the whole record before the Commission that there is no substantial evidence the project, as mitigated, will have a significant effect of the environment, finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Commission, and adopts the Mitigated Negative Declaration and associated Mitigation Monitoring Program for the project.
- 2. In view of the findings of fact and conclusions presented above, Conditional Use Permit No. 201300015 is **APPROVED**, subject to the attached conditions.

**VOTE: 5-0**

**Concurring: Louie, Valadez, Helsley, Pedersen, Modugno**

**Dissenting: None**

**Abstaining: None**

**Absent: None**

**Action Date: 5/29/2013**

MK:TM  
05/29/13

c: Commission Services, Zoning Enforcement, Building and Safety

**CONDITIONS OF APPROVAL  
COUNTY OF LOS ANGELES  
PROJECT NO. R2013-000160-(2)  
CONDITIONAL USE PERMIT NO. 201300015  
ENVIRONMENTAL ASSESSMENT NO. 201300039**

**PROJECT DESCRIPTION**

The project consists of a Conditional Use Permit ("CUP") for the construction and operation of a high school in the M-1 (Light Manufacturing) Zone located at 8145-8205 Beach Street, Florence-Firestone, subject to the following conditions of approval:

**GENERAL CONDITIONS**

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the permittee has filed at the office of the Los Angeles County ("County") Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and until all required monies have been paid pursuant to Condition Nos. 10, 11, and 14. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, and 9 shall be effective immediately upon the date of final approval of this grant by the County.
3. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 22.60.260 of the County Code.
4. The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009 or any other applicable limitations period. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall fully cooperate in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing make an initial deposit with Regional Planning in the amount of up to \$5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to permittee or permittee's counsel.

If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of \$5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

At the sole discretion of the permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the permittee according to County Code Section 2.170.010.

6. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.
7. Upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. **This grant shall terminate on May 29, 2043.** Entitlement to the operation of the school thereafter shall be subject to the regulations then in effect. If the permittee intends to continue operations after such date, whether or not the permittee proposes any modifications to the use at that time, the permittee shall file a new Conditional Use Permit application with Regional Planning, or shall otherwise comply with the applicable requirements at that time. Such application shall be filed at least six (6) months prior to the expiration date of this grant and shall be accompanied by the required fee. In the event that the permittee seeks to discontinue or otherwise change the use, notice is hereby given that the use of such property may require additional or different permits and would be subject to the then-applicable regulations.
9. This grant shall expire unless used within two (2) years from the date of final approval of the grant. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.
10. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County the total sum of **\$3,000.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval.

The fund provides for 15 biennial (one every other year) inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be \$200.00 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.

11. Within three (3) days of the date of final approval of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination ("NOD") for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently \$2,231.25 (\$2,156.25 for a Mitigated Negative Declaration plus \$75.00 processing fee). No land use project subject to this requirement is final, vested, or operative until the fee is paid.
12. The permittee shall comply with all mitigation measures identified in the Mitigation Monitoring Program ("MMP"), which are incorporated by this reference as if set forth fully herein.
13. Within thirty (30) days of the date of final approval of the grant by the County, the permittee shall record a covenant and agreement, which attaches the MMP and agrees to comply with the mitigation measures imposed by the Mitigated Negative Declaration for this project, in the office of the Recorder. Prior to recordation of the covenant, the permittee shall submit a draft copy of the covenant and agreement to Regional Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the permittee shall submit annual mitigation monitoring reports to Regional Planning for approval, or as required. The reports shall describe the status of the permittee's compliance with the required mitigation measures.
14. The permittee shall deposit an initial sum of \$6,000.00 with Regional Planning within thirty (30) days of the date of use of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMP. The permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.

11. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.56, Part 13 of the County Code.
12. All development pursuant to this grant must be kept in full compliance with the County Fire Code.
13. All development shall comply with the requirements of Title 22 of the County Code ("Zoning Ordinance") and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a revised Exhibit "A" approved by the Director.
14. All development pursuant to this grant shall conform to the requirements of the County Department of Public Works.
15. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises.

In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of notification of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

16. The project sites shall be developed and maintained in substantial compliance with the plans marked Exhibit "A." If changes to the site plan are required as a result of instruction given at the public hearing, **three (3) copies** of a modified Exhibit "A" shall be submitted to Regional Planning by July 29, 2013.
17. In the event that subsequent revisions to the approved Exhibit "A" are submitted, the permittee shall submit **three (3) copies** of the proposed plans to the Director for review and approval. All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

#### PERMIT SPECIFIC CONDITIONS

18. The school shall be limited to a maximum enrollment of 650 students and a maximum staff of 39 persons.



19. Student instruction shall begin no earlier than 8:30 a.m., and start times for the adjacent middle school and high school shall be staggered no less than 30 minutes apart. Instruction shall cease no later than 4:05 p.m. and dismissal times for the adjacent middle school and high school shall be staggered no less than 30 minutes apart.
20. During peak pick-up and drop-off times, between four and six adult monitors, identified appropriately with reflective vests, shall direct inbound and outbound traffic through the drop-off and pick-up zone and onto Beach Street.
21. The school shall have regular operating hours that do not extend beyond the period between 6:30 a.m. and 8:00 p.m., Monday through Friday.
22. In addition to regular operating hours, the school shall have the option to hold weekend and after-hours events so as to reasonably accommodate third-party or school-related uses. Such events shall be limited to the extent permissible by insurance limitations and in deference to maintaining peaceful coexistence with the surrounding community regarding traffic and noise, and also subject to the following restrictions:
  - a. Upon request, a preliminary schedule of such events for each school term shall be provided to the Department of Regional Planning.
  - b. The use of outdoor amplification equipment is not permitted.
  - c. In no case shall on-site activities of any kind be held before 6:30 a.m. or after 10:00 p.m.
23. No outdoor sports, rallies, or other organized activities shall occur on the project site. Outdoor lunch periods for students shall also be staggered, weather permitting, in order to minimize noise emanating from the project site.
24. Rooftop mechanical equipment shall not operate between the hours of 10:00 p.m. and 7:00 a.m. so as to be audible beyond the boundaries of the subject property. The permittee shall also limit power levels of outdoor HVAC equipment and install adequate hush covers to the satisfaction of the Department of Regional Planning, in consultation with the California Department of General Services, Division of the State Architect.
25. Not fewer than 48 parking spaces shall be provided on-site, two of which shall be reserved for the handicapped. All required parking spaces shall be paved, visibly delineated, and striped and comply with the design specifications of County Code Sec. 22.52.1060.
26. Students shall be prohibited from driving to or from the school.
27. No more than six (6) buses servicing the school shall be within a 1,000-foot radius of the site at any given time. Passenger pick-up and drop-off shall occur entirely on-site, and no buses shall park or idle on adjacent streets. This condition does not prohibit the use of buses for transporting passengers to or from the school.

28. The permittee shall provide a copy of a Traffic Management Plan (TMP) to faculty, staff, students, and parents at the beginning of each school year and reinforce the TMP throughout the school year. The TMP shall identify safe pedestrian routes between the project site and the Metro Blue Line station at Firestone Boulevard, local bus stops, as well as to adjacent neighborhoods, including the neighborhood west of the railroad right-of-way via the pedestrian underpass at 84<sup>th</sup> Street. The TMP shall also identify appropriate drop-off and pick-up procedures for students being driven and reiterate the fact that students are not permitted to drive private automobiles to and from school. Copies of the TMP shall be provided to the Department of Regional Planning upon request.
29. A minimum of 10 percent of the project site's net area shall be landscaped. Landscaping shall be adequately maintained and watered and kept free of weeds, trash, and debris.
30. Prior to the issuance of demolition, grading, or building permits, the permittee shall acquire an approved street improvement plan from the Department of Public Works. This plan shall require street dedications, sidewalk and crosswalk improvements (including provisions for ADA-compliant access) the planting of street trees, the installation of street lighting, the installation of parking restrictions and signage, and the repair of broken or displaced driveways, sidewalks, curbs, and gutters to the satisfaction of said department. Prior to the issuance of building or grading permits, the permittee shall comply with all conditions delineated in the Public Works letter dated May 15, 2013 (attached hereto and incorporated herein by this reference), or as otherwise to the satisfaction of said department, with the exception of the requirement to provide concrete street light poles with underground wiring, which is waived.
31. New parking regulation shall be installed along the entire project frontage on the west side of Beach Street. This regulation shall be "No Stopping" on school days between 7:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 5:00 p.m., to the satisfaction of the Department of Public Works.
32. Prior to the issuance of demolition, grading, or building permits, the permittee shall acquire an approved traffic circulation plan from the Department of Public Works. This plan shall illustrate adequate on-site traffic circulation, including the proposed pick-up and drop-off areas, which shall be restricted to right-turn ingress and egress only.
33. Outdoor lighting shall be installed and maintained in all uncovered parking areas. All lighting required by this grant shall be of sufficient power to illuminate and make easily discernable the appearance and conduct of all persons within lighted areas during operating hours and shall be designed so as to direct light and glare only onto the facility premises. Said lighting and glare shall be deflected, shaded and focused away from all adjoining properties. Lighting shall be turned off within 30

minutes after conclusion of operating hours or on-site activities, with the exception of sensor-activated security lights and/or low level lighting.

34. All on-site habitable structures shall maintain connections to public sewer and public water to the satisfaction of the Department of Public Health.
35. All gates on the project site comply with Fire Regulation 5 access standards to the satisfaction of the Los Angeles County Fire Department.

MK:TM  
05/29/13



# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

GAIL FARBER, Director

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P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

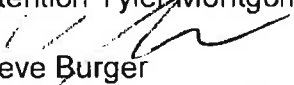
May 15, 2013

IN REPLY PLEASE

REFER TO FILE: **LD-2**

TO: Mi Kim  
Zoning Permits West Section  
Department of Regional Planning

Attention Tyler Montgomery

FROM:  Steve Burger  
Land Development Division  
Department of Public Works

**CONDITIONAL USE PERMIT (CUP) NO. 201300015**  
**PROJECT NO. R2013-00160**  
**8145-8205 BEACH STREET**  
**ASSESSOR'S MAP BOOK NO. 6027, PAGE 15, PARCEL NOS. 3 AND 4**  
**UNINCORPORATED COUNTY COMMUNITY OF WALNUT PARK**

We reviewed the site plan for the proposed project located at 8145 through 8205 Beach Street in the unincorporated County community of Walnut Park. The proposed project is to allow the operation of a public charter high school (Beach II) that will serve 650 students (grades 9-12) and employ 39 faculty members. The site is located directly north of the existing Animo Pat Brown Public Charter High School at 8255 Beach Street (Beach I). Beach I will become a public charter middle school for grades 6 through 8 upon the opening of the Beach II high school. The Beach II high school project entails the demolition and removal of all existing industrial structures on the 3.02-acre site and the construction of three buildings (two classroom buildings containing 34 classrooms and one multi-purpose room) totaling 56,211 square-feet. Project grading includes 2,632 cubic yards of cut, 466 cubic yards of fill, and 2,166 cubic yards of export.

☒ Public Works recommends approval of the site plan.

☐ Public Works does **NOT** recommend approval of the site plan.

**Upon approval of the site plan, we recommend the following conditions:**

**A. Right-of-Way and Road Improvements:**

1. Dedicate right of way, 30 feet from centerline, on Beach Street along the property frontage. An additional 5 feet of right of way is required. A fee will be required for the review of the dedication documents.
2. Construct standard curb, gutter, and full-width sidewalk 20 feet from the centerline on Beach Street to the satisfaction of Public Works. Relocate any affected utilities.
3. Provide adequate curb transitions from the existing curb north of the site to the proposed curb fronting the site to the satisfaction of Public Works and relocate any affected utilities. Reconstruction of the driveway that serves APN 6027-016-007, which is directly north of the proposed project, may be necessary to effectively eliminate the existing curb transition in the vicinity of the northerly property line. Should Public Works determine that the existing curb transition needs to be eliminated/modified and the driveway serving APN 6027-016-007 needs to be reconstructed, it shall be the sole responsibility of the applicant to obtain all the necessary permissions from the affected land owners to the satisfaction of Public Works.
4. Construct driveway approaches to the site to comply with current Americans with Disabilities Act (ADA) guidelines and to the satisfaction of Public Works. Relocate any affected utilities.
5. Close any unused driveways with standard curb, gutter, and sidewalk to the satisfaction of Public Works.
6. Construct a curb ramp at the northwest, northeast, and southeast corners of Beach Street and 82nd Street to comply with current ADA guidelines and to the satisfaction of Public Works. Relocate any affected utilities.
7. Close the existing curb ramps on the north and south side of 82nd street near the intersection of Beach Street with standard curb, gutter, and sidewalk to the satisfaction of Public Works. Please note these existing curb ramps are not located at the northeast and southeast corners of Beach Street and 82nd Street but rather 10 to 20 feet east of the intersection.

8. Plant street trees on Beach Street along property frontage to the satisfaction of Public Works. Existing trees in the right of way shall be removed and replaced if not acceptable as street trees.
9. Comply with Public Works' Traffic and Lighting Division letter dated May 15, 2013 (copy attached), to the satisfaction of Public Works. For questions regarding this item, please contact Jeff Pletyak of Traffic and Lighting Division at (626) 300-4721 or [jplet@dpw.lacounty.gov](mailto:jplet@dpw.lacounty.gov).
10. Provide and continuously maintain adequate sight distance from all proposed driveways to the sidewalk fronting the site to the satisfaction of Public Works. This means there shall be no solid structures more than 3 feet high within 10 feet of the proposed right-of-way.
11. All vehicular gates to the site shall open inward or slide and remain open during peak drop-off and pick-up time periods including when staff arrives/departs to the satisfaction of Public Works.
12. Notes shown on the site plan are not necessarily approved.
13. Repair any improvements damaged during construction to the satisfaction of Public Works.
14. Submit street improvement plans and acquire street plan approval or direct check status before obtaining grading/drainage permit. For reference, improvement plans for this area can be found at: [www.dpw.lacounty.gov/DES/PLANS/](http://www.dpw.lacounty.gov/DES/PLANS/) under drawing Nos. PH077745–PH077748.

Be advised that we currently have no known County construction projects within the limits of the project at this time. Should a County project be scheduled and constructed ahead of the applicant's development, a pavement moratorium may be imposed that would prohibit any pavement work for two years after any pavement resurfacing or reconstruction project. The applicant is encouraged to contact this office periodically to determine scheduling of any future County project.

15. Execute an Agreement to Improve for the street improvements prior to issuance of a building permit.

For questions regarding the right of way conditions, please contact Matthew Dubiel of Land Development Division at (626) 458-4921 or [mdubiel@dpw.lacounty.gov](mailto:mdubiel@dpw.lacounty.gov).

B. Grading

1. Submit a grading/drainage plan, as appropriate, for approval to the satisfaction of Public Works. The grading plans must show and call out the construction of at least all drainage devices and details, paved driveways, elevation and drainage of all pads, and water quality devices if applicable. The applicant is required to show and call out all existing easements on the grading plan and obtain the easement holder approvals.
2. Provide the latest drainage concept/hydrology/water quality plan/Low-Impact Development (LID) plan by the Storm Drain and Hydrology Section of Land Development Division.
3. Provide a maintenance agreement/covenant for privately maintained drainage devices.
4. Provide soil/geology approval of the grading plan by Public Works' Geotechnical and Materials Engineering Division, as applicable. All grading must comply with the latest approved geotechnical report.
5. Provide regulatory agency approvals/permit/letters of nonjurisdiction is required prior to grading plan approval.

For questions regarding the grading conditions, please contact Matthew Dubiel of Land Development Division at (626) 458-4921 or [mdubiel@dpw.lacounty.gov](mailto:mdubiel@dpw.lacounty.gov).

C. Street Lighting

1. Provide street lights on concrete poles with underground wiring (or as otherwise modified by Public Works or the advisory agency) along the property frontage on Beach Street to the satisfaction of Public Works. Submit street lighting plans showing all existing lights along with existing and/or proposed underground utilities plans as soon as possible to Public Works' Traffic and Lighting Division, Street Lighting Section, to allow the maximum time for processing and approval.

The applicant shall comply with conditions of acceptance listed below in order for the Lighting District to pay for the future operation and maintenance of the street lights. All street lights shall be installed per approved plans. It shall be the sole responsibility of the owner of the project to have all street lighting plans approved prior to the issuance of

building permits. The required street lighting improvements shall be the sole responsibility of the owner of the project, and the installation must be accepted by the Lighting Districts per approved plans prior to issuance of a Certificate of Occupancy.

2. The following are conditions of acceptance for street light transfer of billing:

- 2.1 All street lights in the project, or current project phase, must be constructed according to Public Works-approved plans.

- 2.2 The contractor shall submit one complete set of As-built plans.

Provided the above conditions are met, the Lighting District can assume responsibility for the operation and maintenance of the street lights by July 1 of any given year provided all street lights in the project, or approved project phase, have been energized and the developer has requested a transfer of billing at least by January 1 of the previous year. The transfer of billing could be delayed one or more years if the above conditions are not met.

For questions regarding the street lighting conditions, please contact Jeff Chow of Traffic and Lighting Division at (626) 300-4753 or [jchow@dpw.lacounty.gov](mailto:jchow@dpw.lacounty.gov).

#### D. Drainage

1. Prior to issuance of building permits, a drainage and grading plan must be approved by Public Works to comply with the approved hydrology dated April 17, 2013, to the satisfaction of Public Works or the latest approved revision if the infiltration rate differs from the approved hydrology.

For questions regarding the drainage conditions, please contact Toan Duong of Land Development Division at (626) 458-4921 or [tduong@dpw.lacounty.gov](mailto:tduong@dpw.lacounty.gov).

If you have any other questions or if you require additional information, please contact Matthew Dubiel at (626) 458-4921 or [mdubiel@dpw.lacounty.gov](mailto:mdubiel@dpw.lacounty.gov).

MD:tb

P:\dpub\SUBPCHECK\Plan Checking Files\CUP\CUP 201300015\TCUP \2nd Review\CUP 201300015 Site Plan Final.docx

Attach.





GAIL FARBER, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

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P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

May 15, 2013

IN REPLY PLEASE  
REFER TO FILE **T-4**

Mr. David Shender  
Linscott, Law & Greenspan, Engineers  
20931 Burbank Boulevard, Suite C  
Woodland Hills, CA 91367

Dear Mr. Shender:

**BEACH STREET CHARTER HIGH SCHOOL  
CONDITIONAL USE PERMIT 201300015  
TRAFFIC IMPACT STUDY - APRIL 11, 2013  
UNINCORPORATED - FLORENCE AREA**

As requested, we reviewed the Traffic Impact Study for Beach Street Charter High School. The project site is located at 8145-8205 Beach Street in the unincorporated Florence area.

We generally agree with the Traffic Impact Study that the proposed project is not expected to have a significant impact to the County intersections in the area. However, the project shall adhere to the conditions listed below for site access purposes.

- Install No Stopping signs, 7 a.m. to 9 a.m. and 3 p.m. to 5 p.m., on school days only, on the west side of Beach Street from 850 feet north of East 83rd Street to 340 feet north of East 83rd Street prior to issuance of a building occupancy permit.
- Install stop control markings and signs, school assembly markings and signs, and yellow crosswalks as described in Figure 3-1 Preliminary Routes to School Plan prior to issuance of a building occupancy permit.
- Restrict the project driveway located on Beach Street to right-turn ingress and right-turn egress turning movements only.
- Provide a minimum of four and up to six adult monitors wearing reflective vests to monitor and direct motorists accessing the project driveway during the student drop-off and pick-up time periods.

Mr. David Shender  
May 15, 2013  
Page 2

- Advise faculty, staff, students, and parents at the beginning of the school year and reinforce throughout the school year on the student drop-off and pick-up operations.

Detailed signing and striping plans related to the above conditions shall be submitted to Public Works for review and approval.

If you have any further questions, please contact Mr. Isaac Wong of Traffic and Lighting Division, Traffic Studies Section, at (626) 300-4796.

Very truly yours,

GAIL FARBER  
Director of Public Works



For

DEAN R. LEHMAN  
Assistant Deputy Director  
Traffic and Lighting Division

IW:la

T-4\Public\WPFILES\FILES\STU\Isaac\EIR\  
beach street charter hs\EIR 130057 Beach street charter hs tis.doc

**MITIGATION MONITORING PROGRAM**  
**PROJECT NO. R2013-00160-(2) / CONDITIONAL USE PERMIT NO. 201300015 / ENV NO. 201300039**

The Department of Regional Planning staff has determined that the following mitigation measures for the project are necessary in order to assure that the proposed project will not cause significant impacts on the environment.

The permittee shall deposit the sum of \$6,000.00 with the Department of Regional Planning within 30 days of permit approval in order to defray the cost of reviewing and verifying the information contained in the reports required by the Mitigation Monitoring Program.

<b>Mitigation</b>	<b>Action Required</b>	<b>When Monitoring to Occur</b>	<b>Responsible Agency or Party</b>	<b>Monitoring Agency or Party</b>
<b>GEOLOGY/SOILS</b>				
1	Due to superficial disturbed soils and undocumented fill soils, remedial grading shall occur for ground preparation and should include over-excavation and re-compaction, at the discretion of the Department of Public Works	Submittal and approval of grading plan	Prior to approval of grading permits	Applicant
<b>NOISE</b>				
2	Roof top mechanical equipment shall not operate between the hours of 10:00 p.m. and 7:00 a.m. so as to be audible beyond the boundaries of the subject property.	Restriction of rooftop equipment operation	Prior to approval of CUP, then ongoing	Department of Regional Planning
3	Sound power level of HVAC units shall be limited through installation of a HUSH kit approved by the State of California Department of General Services, Division of the State Architect.	Submittal and approval of building and electrical permits	Prior to approval of building and electrical permits	Division of the State Architect, Department of Regional Planning
<b>TRANSPORTATION/TRAFFIC</b>				
4	Student instruction shall begin no earlier than 8:30 a.m., and start times for the middle school and high school shall be staggered no less than 30 minutes apart. Instruction shall cease no later than 4:05 p.m. and dismissal times for the middle school and high school shall be staggered no less than 30 minutes apart.	Restriction of instructional periods, staggering of start/end times	Prior to approval of CUP, then ongoing	Department of Regional Planning
5	New parking regulation shall be installed along the entire project frontage on the west side of Beach Street. This regulation shall be "No Stopping" on school days between 7:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 5:00	Installation of signage as approved by the Department of Public Works	Prior to issuance of occupancy permit	Department of Public Works

	p.m.					
6	Installation of stop signs, school assembly signs, and crosswalks shall occur as described in Figure 3-1 Preliminary Safe Routes to School Plan of the April 11, 2013 Traffic Impact Analysis.	Installation of signage as approved by the Department of Public Works	Prior to issuance of occupancy permit	Applicant	Department of Public Works	
7	The Beach Street inbound/outbound (drop-off and pick-up zone) driveway shall be restricted to right-turn ingress and right-turn egress only.	Installation of signage as approved by the Department of Public Works	Prior to issuance of occupancy permit	Applicant	Department of Public Works	
8	During peak pick-up and drop-off times, between four and six adult monitors, identified appropriately with reflective vests, shall direct inbound and outbound traffic through the drop-off and pick-up zone and onto Beach Street.	Maintenance of 4 to 6 adult traffic monitors	Prior to approval of CUP, then ongoing	Applicant	Department of Regional Planning	
9	Americans with Disabilities Act (“ADA”) compliant pedestrian pathways, including ADA compliant driveways, shall be constructed along the project site street frontage. ADA compliant pedestrian curb ramps shall also be constructed at the northeast and southeast corners of the intersection of Beach Street and 82 <sup>nd</sup> Street. All of these improvements shall be to the satisfaction of the Department of Public Works.	Construction of ADA compliant pathways, curb ramps	Prior to issuance of occupancy permit	Applicant	Department of Public Works	
MITIGATION COMPLIANCE						
As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented.		Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly and until all required measures are completed.	Applicant and subsequent permittee(s)	Department of Regional Planning	

As the applicant, I agree to incorporate these mitigation measures into the project, and understand that the public hearing and consideration by the Hearing Officer and/or Regional Planning Commission will be on the project as mitigation measures.

Applicant \_\_\_\_\_ Date \_\_\_\_\_

Staff \_\_\_\_\_ Date \_\_\_\_\_